

REMARKS

Claims 15 – 25 and 27 – 31 are in the case. By this amendment, Claims 15, 17, 18, 25 are amended, and Claims 27 – 31 are added. Claims 1 – 14 and 26 have been cancelled.

As set forth in new Claims 27 – 29 and amended Claims 15, 17, 18 and 25, Applicant's claimed invention is clarified as a system for controlling the braking of vehicle in which an electronic controller maintains control ability of the vehicle by decreasing the regenerative braking on all of the wheels of an electrically driven axle while preferentially increasing non-regenerative braking on one wheel of a second axle i.e. non-driven axle. In the event that the vehicle's drive axle is at the front of the vehicle, regenerative braking of both of the front wheels will be decreased equally, while the non-regenerative braking on the inside wheel of the rear axle will be increased when the vehicle is turning or otherwise yawing. Conversely, if the vehicle is rear driven, the regenerative braking of both the rear wheels will be decreased and the non-regenerative braking on the front wheel which is at the outside of a corner will be increased. In this manner, the vehicle's dynamic stability will be preserved in a fashion which is neither taught nor suggested by Kade et al (U.S. Patent 5,511,859) or Tatara et al (U.S. Publication 2003/0037977), whether taken singly, or in combination with each other. Support for each of these new claims and amendments is found in the specification, drawings, and claims of this case as originally filed. The claims in the case no longer contain the limitation that the regenerative braking may be applied independently to each wheel of an electrically driven axle.

Kade et al '859 teaches regenerative and friction braking control, but lacks any teaching regarding directional control. On the other hand, Tatara et al '977 teaches declutching one wheel of an electrodrive vehicle so as to provide directional stability control. The present invention differs markedly from the teachings of both Kade et al '859 and Tatara et al '977 because Applicant teaches reducing regenerative braking by both wheels on a regeneratively braked axle and then preferentially applying a non-regenerative brake on one wheel of a non-driven axle so as to achieve stability control. Kade et al



'859 and Tatara et al '977 are devoid of such teaching and as a result, each of the claims remaining in this case, i.e. Claims 15 – 25 and 27 – 29 are in condition for allowance and should be passed to issue. Such action is earnestly solicited.

Dykema Gossett PLLC

By

Jerome R. Drouillard

Registration No. 28,008

2723 South State Street, Suite 400

Ann Arbor, MI. 48104

(734) 214-7670

Dated : December 18 2003

CERTIFICATE OF MAILING

I hereby certify that the enclosed Amendment is being deposited with the United States Postal Service as first class mail, postage prepaid, in an envelope addressed to Mail Stop Fee Amendment, Commissioner of Patents, P.O. Box 1450, Alexandria, VA 22313-1450, on this 18 day of December 2003.

Daphne Poh